

Coast Guard


September
2003

Military • Multimission • Maritime

MISSION COMPLETE

The CGC Boutwell returns home after six months of supporting Operation Iraqi Freedom.

Bronze Star 

Saving lives 

Deepwater effect 

Heroes

The world's best Coast Guard

REAR ADM. RICHARD BENNIS, USCG (RET)

He had just been selected for flag rank when he was diagnosed with incurable melanoma, and the cancer eventually invaded both his lungs and his brain. He endured surgery in the summer of 2001, and afterwards, on Sept. 10, 2001, as Rear Adm. Richard Bennis, captain of the port of New York and New Jersey, had staples removed from the back of his head, he and his wife decided that maybe the time had come to slow their lives down. They decided to head south to look for a retirement home early the next morning.

By mid-morning on Sept. 11 — driving south through Virginia — Bennis' country and port were under attack. He turned around, headed back north and reached Station Sandy Hook, N.J., where he was met by a Coast Guard Reserve coxswain who drove the admiral's boat from Sandy Hook, past the Verrazano Bridge, with its view of Manhattan that had always been so awe-inspiring and was now full of smoke and fire. Bennis saw all of the crew had tears in their eyes.

Bennis never did get a chance to enjoy a retirement. But as a career port operations and marine safety expert, 9/11 made him a national hero.

When he saw the scope of the devastation, he put out a call to the rest of the Coast Guard to send as many assets as possible. By mid-morning, the Coast Guard had nearly 40 boats operating in the harbor along with several cutters closing at flank speed.

By the afternoon of 9/11, Bennis' Activities New York had assisted in evacuating an estimated 750,000 people. The massive Coast Guard presence symbolized to all potential trespassers that the harbor was closed and secured.

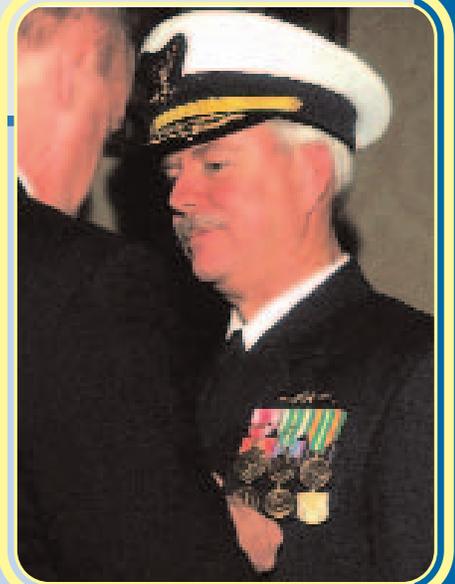
Bennis had a team in whom he retained complete trust, and he let them know that right up front. They would work this problem together, without burning each other out. During the endless rounds of briefings that followed the attacks, he would only ask a probing question here or there, just to make sure that everyone was headed in the right direction. After the initial rush of adrenaline-charged days was over,

Bennis circulated amongst his team to find those personnel who needed to get away or needed family time, and prodded them away from their posts, if just for an hour. The concern went both ways.

At one point in the crisis, Bennis heard a petty officer talking with one of his chiefs. He didn't know what made him do it, but Bennis paused out of sight to listen in. The petty officer said, "Chief, we need a break; we need a couple hours off." To which the Chief responded, "The Old Man just had brain surgery, and he's been working twenty-three hours a day for five days!" Bennis smiled to himself, then tiptoed back in the other direction. It was at such moments that the admiral allowed himself to believe that perhaps he had been kept around for a reason.

The people of New York certainly felt that way. Awaiting a visit by the president, Bennis found himself talking with a firefighter from Ground Zero whose company lost 16 men that day. He said, "You know how you feel when a fire truck comes through the neighborhood and you feel reassured. That's the way my family feels when they see the racing stripe out on the water." It was a feeling Bennis knew well, and one he made sure all the citizens of a stricken New York felt after the worst terror attacks in American history.

For his efforts during 9/11 and a career of outstanding service, Bennis was awarded the Transportation Department Distinguished Service Medal. Bennis retired from the Coast Guard in 2002 and was appointed associate undersecretary for maritime and land security for the Transportation Security Administration. He died Aug. 3, 2003 after a four-year battle with melanoma. Story by PAC P.J. Capelotti, Ph.D., USCGR



PAT TOM SPERDUTO, PADET NEW YORK

Coast Guard

U.S. Department of Homeland Security



September 2003

Features

16 *Lives saved and lives lost*

By PA2 Mike Hvozda, PADET New York

The Search and Rescue Detachment at Moriches, N.Y., remembers and reflects on the contrast between two recent cases.

22 *There and back again ...*

By Lt. Cmdr. Andrew Sorenson and Ensign Robert Hill, CGC Boutwell

The CGC Boutwell traveled through three oceans, two seas, and 23 time zones in a six-month period to support Operation Iraqi Freedom.

30 *Deepwater: an update*

By PAC Dennis Hall, G-D1

Read how the Integrated Deepwater System affects the Coast Guard and each of its members right now, as well as in the future.

Departments

10 *News Beat*

36 *Log book*

Check out **Coast Guard** magazine on the web.
www.uscg.mil/magazine



PAT TOM SPREDDO, PADET New York

FT2 Matthew Arnold stands watch aboard the CGC Boutwell in the North Arabian Gulf as part of Operation Iraqi Freedom.
[Page 20](#)

Coast Guard personnel from Maritime Safety and Security Team 91106 participate in riot shotgun training at the Special Missions Training Center in Camp Lejeune, N.C., as part of the MSST's three-week initial stand-up training package.
[Page 12](#)



PA3 ZACHARY CRAWFORD, SMTC



ON THE COVER

The CGC Boutwell returns to its homeport in Alameda, Calif., July 14 after spending six months in the Persian Gulf in support of Operation Iraqi Freedom.

AP PHOTO



Homeland Security



UP FRONT



UP FRONT

CHILD'S PLAY

Bailey Redy of Highlands, N.J., leaves his home wearing his father's Coast Guard combination cover July 15. His father, BM1 Colin Redy of the CGC Adak homeported in Sandy Hook, N.J., recently returned home from Operation Iraqi Freedom.

PHOTO BY PA1 TOM SPERDUTO, PADET NEW YORK



1343

U.S. COAST GUARD



UP FRONT

SHINING BRIGHT

The CGC Bainbridge Island, a 110-foot patrol boat homeported in Highlands, N.J., docked at Baltimore's Inner Harbor en route from a deployment in support of Operation Iraqi Freedom June 29.

PHOTO BY PA2 MATTHEW BELSON, PADET NEW YORK





UP FRONT

SHINING BRIGHT

Jake Kooyer and his father talk to Coast Guard Auxiliarist Carolyn Weibe and "Coastie" the safety boat during the Grand Haven Coast Guard Festival July 30.

PHOTO BY PA2 PAUL ROSZKOWSKI, NINTH DISTRICT

UP FRONT

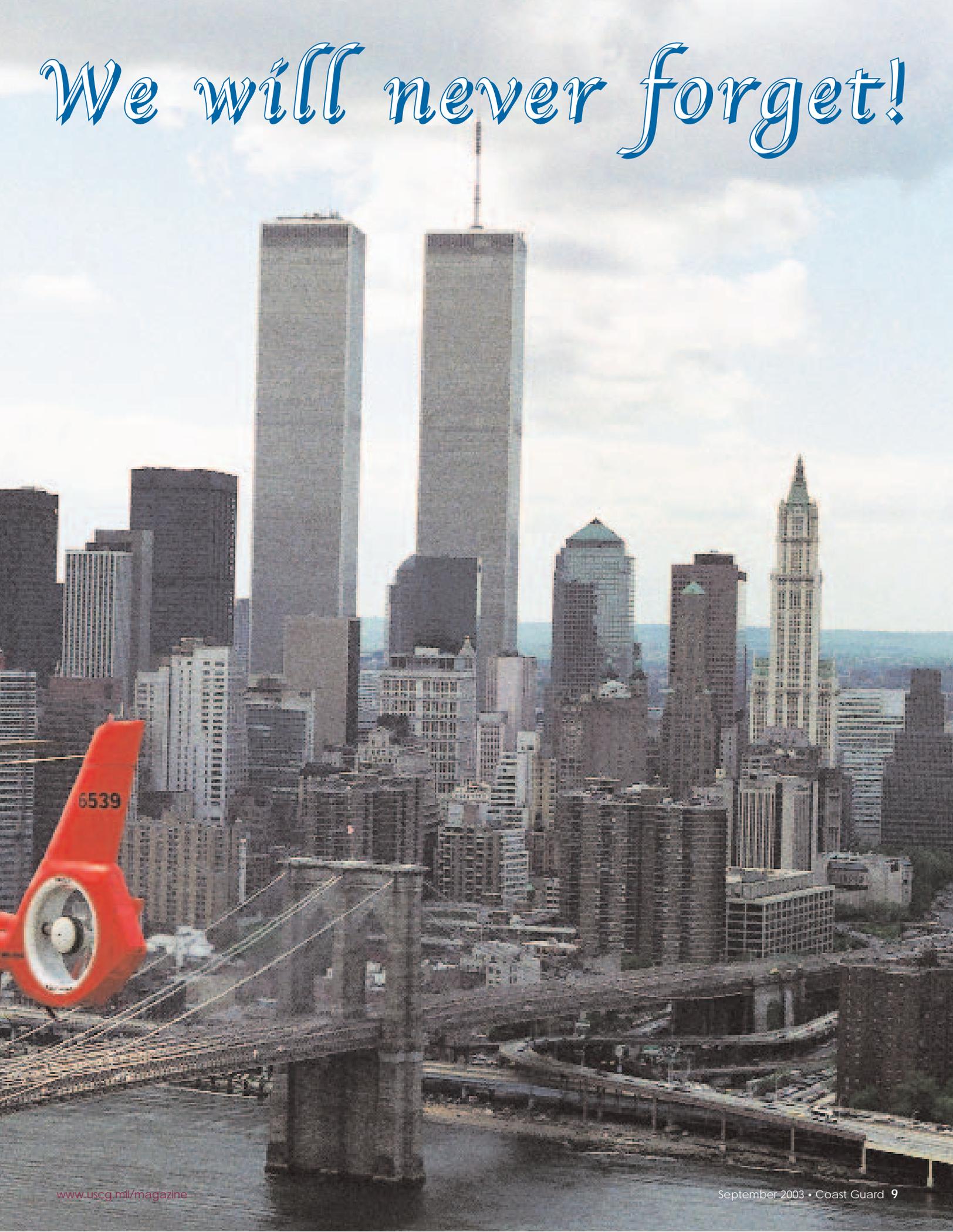
NEW YORK STATE OF MIND

A 1998 photo of two Coast Guard helicopters from Air Station Brooklyn flying past the World Trade Center in New York City.

PHOTO BY CWO JAMES MACKEY,
AIR STATION BARBERS POINT



We will never forget!



Sec. Ridge celebrates CG b-day, awards Bronze Stars for leadership

Washington D.C., Aug. 6 — Secretary of Homeland Security Tom Ridge visited Coast Guard Headquarters today to celebrate the service's birthday and recognize the service's efforts to protect the homeland since joining DHS.

The Coast Guard, America's oldest, continuous sea-going service, turned 213 years old Aug. 4, its first birthday in the new department.

"For 213 years, the Coast Guard has focused on one goal; protecting the American people," said Ridge. "As valuable members of the Homeland Security team, the men and women of the Coast Guard continue to meet that goal with distinction, shielding our nation everyday with layers of defense to deter and defeat those who would harm our citizens."

The 36,000 active duty, 8,000 reservists, 6,700 civilian and 40,000 auxiliary members of the Coast Guard are responsible for mission areas as diverse as search and rescue, defense and national security operations, marine safety and port security, environmental protection, maritime law enforcement, aids to navigation, boating safety, and domestic and polar ice breaking.

"Today, as part of the Department of Homeland Security, we are confronting the demands of securing America and fighting the global war on terrorism while successfully fulfilling all of our mission areas," said Adm. Thomas H. Collins, Coast Guard commandant. "The Coast Guard is committed to securing America from all maritime threats, from ter-

rorists, drug smugglers, polluters or poachers, and we will continue to deny the seas to those who would harm our citizens and our national interests."

Ridge also took time to honor three Coast Guard officers by presenting them the Bronze Star for their leadership while serving in Operation Iraqi Freedom. The awardees were Lt. Cmdr. Sean Mackenzie, commanding officer of the CGC Adak, Lt. Chris Barrows, commanding officer of the CGC Wrangell, and Lt. Holly Harrison, commanding officer of the CGC Aquidneck.

By receiving the medal, Harrison became the first woman in Coast Guard history to earn the Bronze Star.

"Lt. Harrison and her crew exemplify how Coast Guard men and women protect our homeland and make Americans safer, no matter

where the threat originates," said Ridge.

Lt. John Cole, commanding officer of the CGC Baranof, also received the award but was unable to attend the ceremony because he is still serving in the Gulf.

Also recognized at the ceremony was BMC Jeffrey Cole, officer-in-charge of Station Annapolis and supervisor of Boat Forces Washington, D.C. Ridge presented the Meritorious Service Medal to Cole for his leadership of a unit established to provide security for the nation's capital in the aftermath of the Sept. 11, 2001 terrorist attacks.

"The people of Washington, D.C., and the National Capital Region are safer today thanks to Chief Cole's tireless efforts," said Ridge.

Compiled by G-IPA staff



From left: Sec. of Homeland Security Tom Ridge, Lt. Cmdr. Sean Mackenzie, Lt. Chris Barrows and Lt. Holly Harrison stand at attention during the presentation to award Mackenzie, Barrows and Harrison the Bronze Star.

Coast Guard

America's
Shield of Freedom

Adm. Thomas H. Collins

Commandant

Vice Adm Thomas J.

Barrett

Vice Commandant

Capt. Carol Rivers

Acting Assistant Comdt. for
Governmental & Public Affairs

Cmdr. John P. Philbin

Chief, Public Affairs

Patricia Miller

Deputy Chief, Public Affairs

CWO3 Lionel Bryant

Chief, Imagery Branch

PAC Elizabeth Brannan

Editor

PA1 Jacquelyn Zettles

PA2 Joe Patton

PA2 Ron Spellman

Assistant Editors

Subscriptions: Call (202) 512-1800 or write to Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-7954. To subscribe online follow the link at our web site at www.uscg.mil/hq/cp-cb/magazine.htm

Submissions: We need your stories, photographs, comments and suggestions. Deadline for submissions is the 15th of each month. Articles will appear 1.5 months after that deadline. Submit your stories to: U.S. Coast Guard (G-IPA-1), 2100 2nd Street, S.W., Washington, DC 20593-0001, or e-mail them to cgmag@comdt.uscg.mil. For more guidelines, visit the magazine Web site and click on "submissions" or call the editor at (202) 267-0928.

Letters to the editor: Please limit remarks to 150 words or less. No names will be withheld. Provide rank, first and last name, phone number and unit. Letters may be condensed because of space. Not all letters will be published.

Coast Guard, COMDT PUB P5720.2, is produced for members of the U.S. Coast Guard. Editorial content is unofficial and not authority for action. Views and opinions expressed do not necessarily reflect those of the Department of Homeland Security or the Coast Guard. Stories may be reprinted except Associated Press wire stories and articles reprinted from other publications.

CG logo appears on Nascar Winston Cup car

KEY WEST, July 17 — For the first time, the Coast Guard logo is consistently on a Nascar Winston Cup car. As part of an agreement with former Daytona 500 winner Derikke Cope, the No. 37 Great Barrier Reef Inc. car, and Quest Motor Racing, the Coast Guard is scheduled to have prominent placement on the race car for five races this season, and all free of charge to the Coast Guard.



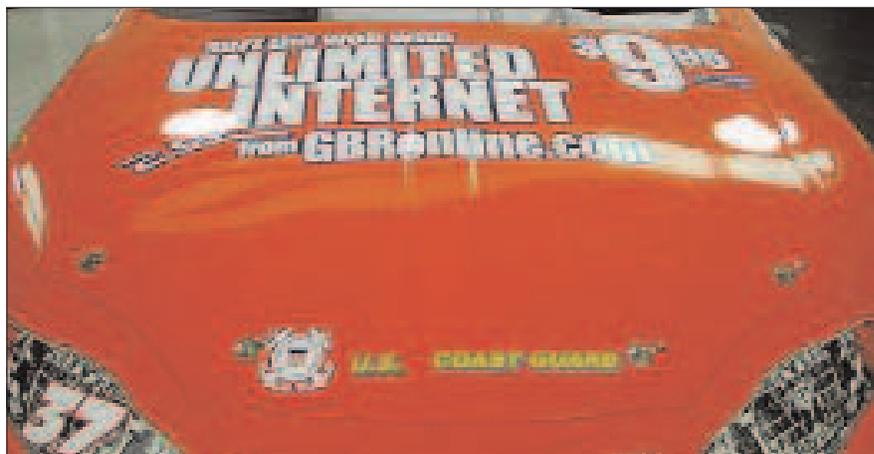
PA1 PATRICK MONTGOMERY, PADET ATLANTIC CITY

The armed services are well represented on NWC tracks. The Marines, Army, Navy, and Air Force all have prominent and consistent

deals to increase recruiting; now the Coast Guard, albeit on a part time basis, will be on the track to be seen by millions of race fans each week.

The placement of the Coast Guard shield on the car was a joint decision by Great Barrier Reef Online and Derrike Cope as a thank you for all that the Coast Guard has done and continues to do since 9-11. "As the driver and owner of the car, I am very selective of my sponsors. This is a way to show our appreciation. There are a lot things going on in these times and we have no way of thanking the Coast Guard in any great way; that was behind my thinking to get the Coast Guard on my car," said Cope.

Story by PA1 Patrick Montgomery, PADET Atlantic City



DERRIKE COPE WEB SITE

Top: Derikke Cope, a former Daytona 500 winner, wears a baseball cap featuring the Coast Guard shield.

Left: Cope's car, No. 37, displays the Coast Guard emblem and logo on its hood. A similar decal is displayed on the trunk.

WEBHOT!



<http://cgvi.uscg.mil>

The Coast Guard Visual Imagery Web site is the Coast Guard's official site for

photography.

This is the most comprehensive place to download Coast Guard imagery on any topic and it currently contains nearly 7,700 images. It is maintained by the G-IPA-1 staff at Coast Guard headquarters. The site is updated



daily with the latest images from Coast Guard-wide photographers, including public affairs specialists.

Images are saved with a dimension of five-by-seven inches and a resolution of 300 dots-per-inch. Images can also be downloaded with a resolution of 72 dots-per-inch.

Visitors to the site are required to log in with the user name and password of "uscg."

The CGVI is an excellent resource that speaks for itself. Be sure to check it out!

Think your Web site is unique?
E-mail the URL to
jjzettles@comdt.uscg.mil



Ready, Aim, Fire!

CAMP LEJEUNE, N.C., Aug. 6 —

Coast Guard personnel from Maritime Safety and Security Team 91106 participate in riot shotgun training with the gunner's mates of the Special Missions Training Center here as part of the MSST's three-week initial stand-up training. PA3 Zachary Crawford, Camp Lejeune

Around the world, around the clock

An HH-65 Dolphin helicopter crew and the crew of the USS Zephyr, a 170-foot Navy patrol boat, assisted the two-man crew of the 62-foot pleasure craft Legacy III after it ran aground July 28 North of Port Ludlow, Wash.

A Coast Guard Marine Safety and Security Team from Galveston, Texas, provided security for the Harborfest tall ships as they toured the Port of Toledo, Ohio the week of July 14.

The crew of the CGC Wrangell, a 110-foot patrol boat currently assigned to war-time duties in Southwest Asia, returned to their homeport of Portland, Maine, July 18 for a month of training and rest. Some of the crew will transfer to new assignments or be released from active duty as part of their normal enlistment contracts, while the majority of the crew and newly assigned crewmen will return to the cutter to carry out the remainder of the ship's overseas deployment.

Coast Guard investigators in Honolulu are assisting the Japanese Coast Guard in its investigation of an alleged murder that occurred on board the Japanese fishing vessel, Ebisu-Marun No. 31, July 13.



The crew of the CGC Heron rescued five people from a burning offshore supply boat about eight miles off Galveston, Texas, July 24.

The Coast Guard rescued nine people from a plane that crashed into the ocean six miles west of Abaco Island, Bahamas, July 13. An Air Sunshine flight with 10 people aboard called out a Mayday before crashing during a flight from Ft. Lauderdale, Fla., to Abaco Island.

FY '03 By the numbers compiled Aug. 20

LIVES SAVED: 3,238
SAR cases: 33,360
Marijuana: 13,876 pounds
Cocaine: 112,315 pounds
Migrants: 5,615

Source: G-IPA-2

Not your typical migrant boat ...

Key West units pick up 'driven' migrants

KEY WEST, July 17 — Boatcrews from Group Key West and an aircrew from Air Station Clearwater responded to a Cuban migrant vessel in the Straits of Florida today.

This particular evening, a C-130

was sent to investigate. In addition, the CGC Key Largo and a 47-foot rescue boat from Station Key West were also sent to the scene. As the Key West crew arrived on scene, they couldn't believe their eyes. In

the middle of the Straits, with the nearest land some 40 miles to the south, was a 1960's style flatbed truck, its engine running and making way. The drive shaft of the truck had been dropped from the back axle and was now used to turn a propeller. On either side of the vehicle, 55-gallon drums had been lashed together to form pontoons.

The passengers on board the floating Chevy flatbed were given PFD's by Station Key West, and were monitored until the Key Largo arrived and transferred the 8 adult males, 2 adult females and one male child to their decks.

"They weren't offensive," said GM3 Jon Wray from the Key Largo. "They were willing to come aboard our cutter without any problems," he added.

After the 11 Cuban nationals were brought aboard, their unique vessel was destroyed as a hazard to navigation. After being interviewed by an agent from Immigration and Naturalization, all 11 were later repatriated back to Cuba.

Ensign Brett Workman, Group Key West



FIREMAN GREG EWALD, STATION KEY WEST

Eleven Cuban migrants attempt to reach the United States on a Chevy flatbed truck rigged with pontoons, in the Straits of Florida July 17.

Jarvis crew rescues endangered sperm whale

HONOLULU, Aug. 13 — The CGC Jarvis, a 378-foot high endurance cutter homeported in Honolulu, rescued an endangered sperm whale entangled in drift net.

While transiting the North Pacific Ocean in search of vessels fishing with illegal drift nets, the Jarvis spotted a large buoy and antenna floating in the water. A closer look revealed a whale straining to free itself.

The Jarvis launched its small boat and crewmembers aboard successfully cut the line and freed the exhausted whale using boat hooks with rescue knives attached.

In addition to the net, the buoy line also was wrapped around the whale's body, entangling the flukes.

Recently, the cutters Jarvis and Rush intercepted the Chinese fishing vessels Zhou Shun Yu 2002, Qi Dong and Lu Yu 01 for breaking international enforcement agreements between the United States and China. Each vessel violated the legal amount of netting.

The U.S.-China enforcement agreement states that

drift net gear in excess of 1.55 miles long is prohibited under a 1992 United Nations General Assembly moratorium.

PA2 Erica Ryan, 14th Dist.



AIR STATION BARBERS POINT

Crewmembers from the CGC Jarvis work to free an endangered sperm whale entangled in drift net.

Venturous busts smugglers in Caribbean

ST. PETERSBURG, Fla., June 17 — The CGC Venturous confiscated more than 5,100 pounds of cocaine in the southern Caribbean today.

After receiving a call at 6 a.m., Venturous launched its HITRON helicopter in response to a possible go-fast. While searching, it spotted a 40-foot vessel travelling at more than 30 knots, rigged with fuel barrels and wrapped bales on deck about 30 nautical miles from the Venturous. As soon as the vessel saw the Coast Guard overhead, its crew began to jettison all the contraband overboard. The helicopter was able to videotape the event and mark the position of the bales with a data marker buoy and GPS.

Meanwhile, the go-fast was on a direct course with the Venturous. The crew of Venturous worked in tandem with the helicopter unit to stop the go-fast. Communications were a key component for the successful bust.

The Venturous got permission from the 7th District to commence warning shots and disabling fire after the go-fast refused to stop when instructed. The 11 shots fired by the helicopter were enough to stop the drug boat dead in its tracks. The cutter's over-the-horizon boat arrived on-scene, confiscated the vessel and took custody of its five crewmembers, while the Venturous picked up the jettisoned contraband. Seventy-nine bales were recovered, each bale weighing about 65 pounds, for a total of more than 5,100 pounds of



ENSIGN BARNABY BOSANQUET, CGC VENTUROUS

The crew of the CGC Venturous picked up 79 bales of cocaine after drug smugglers threw them overboard. Each bale weighed approximately 65 pounds and contained several bricks of cocaine.

cocaine, making this bust one the largest in Venturous' history.

Due to new missions, the Coast Guard is continually creating innovative programs with progressive technology to fulfill these needs. One such program, Operation New Frontier, provides a culmination of ideas to facilitate success in interdicting drugs. The Venturous is equipped with ONF assets, which include the new Hitron helicopter and an over-the-horizon boat. The new boat can travel up to speeds of 40 knots

and is capable of tracking drug boats in open waters. The new equipment provides the necessary tools to fulfill the missions of ONF. For the Venturous crew, the new assets provided the right tools at the right time.

The patrol was Cmdr. Richard Button's last as commanding officer of the Venturous. It had been a disappointing patrol both for Button and for the crew early on. The ship had been recalled from Aruba and Guantanamo Bay, Cuba to chase down drug smugglers, only to come up empty-handed both times. So, on Button's last patrol as the cutter's captain, he and his crew got to go out with a big bang ... or in this case, a big bust.

Story by Cadet Joan Pavlish and Lt. Vickie Neblock, CGC Venturous



ETT MARK HENRY, CGC VENTUROUS

Crewmembers of the CGC Venturous spent an entire day picking up contraband thrown from a go-fast boat June 17. Using a davit and cargo net, the Venturous loaded the contraband aboard the ship 10 bales at a time. Pictured left to right are BM2 Bob Ovitt and BM3 Brian Antel.

WORTH ITS WEIGHT IN GREEN

Air Station Cape Cod unveils energy-efficient fuel cell

CAPE COD, May 19 — Air Station Cape Cod hosted a ribbon-cutting ceremony here today to celebrate the new fuel cell installed at the unit.

The fuel cell sits behind the barracks at Air Station Cape Cod looking as unassuming as a large breadbox. The small, storage shed-sized compartment could, however, potentially save the Coast Guard giant, RV-sized bucks. Combine that with the pollution that it won't expel into the environment, and suddenly that plain little storage shed is a "green-mine."

"The R & D Center is considered the pathfinder for new technologies," said Dr. Steve Allen of the Coast Guard's Research and Development Center in Groton, Conn. "We're always looking to disrupt the status quo and look for ways to help the Coast Guard do business more efficiently."

Allen wanted a field unit to install the prototype fuel cell to show that the fuel cell was capable of providing power to an important operational unit in the midst of an ice storm or a blizzard. They also needed a location that was logistically close to the R & D Center, and a unit that was environmentally forward-looking. Air Station Cape Cod was the perfect candidate.

Manufactured by Fuel Cell Technology and installed by Pennsylvania Power and Light, a fuel cell is a renewable energy source that is considered earth-friendly by most agencies. It provides a "green" power supply that emits low levels of carbon dioxide, but no nitrogen because the fuel cell does not burn any fuel. A lawyer developed the technology in the 1850s, but it's only been in the last decade that fuel cells have begun to emerge into the commercial market.

Dave Cleveland, the air station's occupational health and safety manager, saw this as an opportunity to save the air station consider-

able dollars while also providing a more efficient, greener generating station. The unit joins the ranks of such agencies as NASA, which uses fuel cells to provide electricity, heat and water on rocket ships.

A fuel cell is a generator that creates power by combining any methane gas with air to create a clean burning source of electricity. Air Station Cape Cod uses its existing source of natural gas, cleans it up and combines it with fresh air and water. The water is heated to 1,100 degrees, creating steam, where the electrons are converted first to D/C voltage, then to A/C voltage.

"It works just like a giant battery, like you'd put in your CD player or remote control," Cleveland said.

Compared to diesel generators and boilers, Cleveland said the fuel cell is more dependable because it has no moving parts, therefore it's less likely to break down. It has no open flame, which increases the fuel cell's safety features. Regular maintenance is limited to swapping out the nitrogen bottles and water filters. It's also incredibly quiet for a unit that produces 250 kilowatt-hours of electricity. Standing next to it, one can carry on a conversation in normal tone of voice without the deafening roar of generators.

The icing on the cake of the fuel cell's advantages, Cleveland said, is that the exhaust from the fuel cell, which reaches 650 degrees, is captured and used to provide heat and hot water to the barracks. This feature gives the fuel cell, when the air station uses all the available heat from the exhaust, a 75 percent efficiency rating, compared to the 33 percent of a standard power plant. Furthermore, because the air station will

purchase less electricity from the local utility company, it will save \$75,000 per year.

Despite the decrease in costs of installing and operating a fuel cell, it is still relatively expensive, Cleveland said. Upon completion, the air station spent \$1.8 million on the project, most of which was obtained through grants. The Department of Energy, the Department of Defense, the State of Massachusetts Technology Collaborative and Keyspan, among others, all contributed financial support. If the current trend of improved research and declining costs continues, however, fuel cells very well could power the future of the Coast Guard.

"In five years it will probably cost half of what it cost us to install a fuel cell at the air station," said Cleveland.

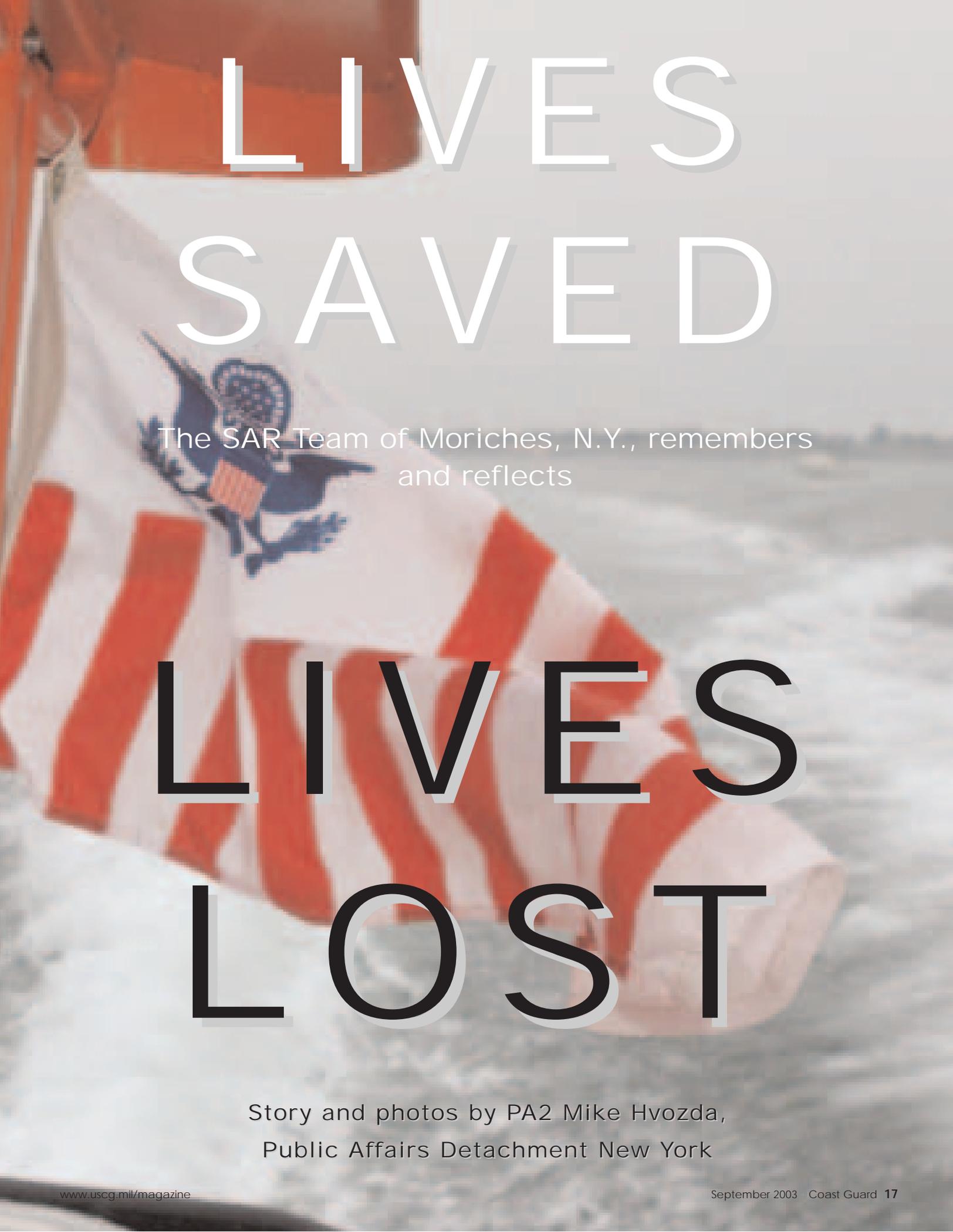
Coast Guard-wide installation of fuel cells is a way in the future, Cleveland said, but if the research and experimentation continues to improve like it has since conception in the 19th century, its potential is far reaching.

Story and photo by PA2 Amy Thomas,



A new energy-efficient fuel cell installed at Air Station Cape Cod May 19.





LIVES SAVED

The SAR Team of Moriches, N.Y., remembers
and reflects

LIVES LOST

Story and photos by PA2 Mike Hvozda,
Public Affairs Detachment New York

The Moriches Inlet is notorious for taking lives almost every year. The Search and Rescue Detachment at Moriches, N.Y., helped save two lives from that inlet at the start of the boating season, but the rescues aren't always what they remember most.

Like many in the search and rescue field — they carry the weight of lives lost at sea.

"You try to save them all and recognize that you can't," said Cmdr. Todd Nelson, commanding officer of Coast Guard Group Moriches.

It was a beautiful day in the Moriches Bay May 18, but the inlet, where weekend boaters layered the water's surface like a blanket, was filled with four-to six-foot breakers. It was these breakers that prematurely ended an otherwise calm day and tragically altered many lives forever.

"There is a boat overboard in the inlet!" BM3 Michael Nilsen, a break-in coxswain at SARDET Moriches, remembers hearing over the radio. Somebody using confusing nautical terminology was calling for help.

"We know what panic sounds like on the radio," said BM2 Jeff Brown, another SARDET Moriches coxswain who heard the same frantic call for help.

Before the SAR alarm even sounded, the Moriches crew was moving, and within minutes they were on scene in their 27-foot boat. "We got out there quick for that case," said Brown. "Very quick."

They arrived to find a 22-foot boat capsized and barely floating in the swells. A New York state Department of Environmental Conservation (DEC) boat crewmember already was trying to pull someone from the water. In all, five people were in the water.

"I can't get him aboard!" the DEC crewmember shouted, and Brown reluctantly left his boat to his break-in coxswain to help.

"That was one of the toughest decisions I've made in the Coast Guard — leaving Nilsen with the boat," said Brown. "But, I knew the boat was in good hands."

Once aboard the DEC vessel, Brown helped pull a lifeless victim from the water.

With adrenaline pumping wildly, the rescuers continued their hopeful search, but that hope was

short-lived as the boat crew soon located another victim. Only two survived - a young boy saved by a Good Samaritan, and his mother, who swam to shore.

"The two adults [the husband and the family friend] had no chance, because they didn't have lifejackets on," said Nilson.

A 16-year-old girl wore a lifejacket, but she was trapped underneath the capsized boat. A spear fisherman pulled her free and put her aboard a Sea Tow vessel. She was then moved to the Coast Guard boat.

Brown and Seaman Jesse Edgecomb performed cardio pulmonary resuscitation on the girl until they reached the station. Their efforts, along with those of the East Moriches Community Ambulance crew, kept her alive.

"She was starting to get her color back," said

Brown, hoping for the best along with the rest of the crew — hoping she would make it. The crew, thinking that they'd actually saved her, was crushed to learn that she'd died at the hospital the next morning.

Though Coast Guard rescue personnel are forced to deal with death, doing so doesn't become any less difficult with the more death they encounter. The mother and her 8-year-old son survived, but tragically

her husband, her 16-year-old daughter, and a family friend died despite the valiant efforts to save them that fateful day in the notorious Moriches Inlet.

The crew was still trying to recover when the next life-changing case came in, said BM1 Michael Koch, SARDET Moriches supervisor.

"You try to save them all
and recognize that you can't."

— CDR Todd Nelson,
commanding officer of
Group Moriches.





THE SENTINELS — (FROM RIGHT TO LEFT) SARDET crewmembers Seaman Jesse Edgecomb, BM3 Mike Nilsen and MK3 Chris Larsen revisit the Moriches Bay inlet where a boat capsized earlier in the year, leaving three people dead.

“No two SAR cases are ever the same,” said BM1 Pete Winters, Group Moriches duty officer and SAR controller.

That prescient statement rang true when six people were violently ejected from a speeding go-fast boat in Moriches bay June 10 and were in dire need of rescue.

“They said five people with multiple injuries,” Koch recalls hearing over the radio. In the back of his mind, he wondered if this case would turn out like the last.

Already nearby while investigating damage to a navigation buoy, the crew was on scene within two minutes. They ensured that everything — first aid kit, heaving lines, everything — was set on deck and ready to use.

Immediately they saw people panicking in a huddled mass of five or six boats surrounding the accident scene. “I just remember hearing screams,”

said Koch.

“We heard everybody screaming about this girl - ‘this girl, she’s dying,’” he said, referring to an 18-year-old female who good samaritan rescuers were holding above water. She appeared unconscious, and had suffered severe head trauma. Others were afraid to move her in fear of causing more damage, but she was not wearing a lifejacket.

And then Koch heard a Good Samaritan yell, “Help! We can’t hold her.”

Recognizing her frail condition, Koch realized he could only help her from in the water. “It’s what every instinct I had told me to do,” he said.

Although the water was cold, Koch didn’t notice

“We heard everybody screaming about this girl - ‘this girl, she’s dying!’”
—BM1 Michael Koch

the shock from entering the 55-degree water. Instead, like a chess player, his mind was contemplating his next several moves.

On his way to the girl, his lifejacket automatically inflated making it difficult to swim. As Koch approached her, she appeared lifeless. Under the cacophony of others’ screams, he carefully held her and swam back to the boat, a task made more difficult cradling a dying teen-aged girl against the 4-knot current.

Back aboard the SARDET boat, Edgecomb and MK3 Christian Larsen were busy attending to the girl’s father, trying to bandage a bleeding head injury, when Koch arrived with the girl.

“They [Edgecomb and Larsen] pulled her out, then pulled me out,” Koch said. “We had five people in the back of the 27-footer, and there is room for two,” he added remembering how little room they had to perform the basics of first aid.

With a frantic father yelling “Save my daughter!” the crew raced back to the station while trying to revive the girl. “We were [running] wide open coming back,” said Nilsen.

Five of the six accident victims were treated by as many as 30 local emergency medical services personnel positioned at Group Moriches, and a Suffolk County Police helicopter rushed the teen girl to the closest trauma center, where she was admitted in critical but stable condition.

The young girl, who once seemed lifeless, spent weeks in the hospital, and has recovered from her



RESPONDERS — (Clockwise from top left) BM2 Jeff Brown, Seaman Jesse Edgecomb, BM3 Michael Nilsen, MK3 Chris Larson and BM1 Michael Koch.

physical wounds.

In fact, everyone survived his or her physical wounds that day, but the memory will linger for many, many years.

The Coast Guard rescuers also will have to manage these memories. For them, how they balance emotional trauma is key to their effectiveness. From the lows of tragedy to the thrill of saving a life, the memories of both cases were more dramatic than many of the crew had ever seen, memories they won’t soon forget.

“It was my first serious case like that,” said Larsen reflecting on the second case. After returning to the station, “I had to sit down — I hit the wall.” 

SHARING A COMMON GOAL

The Coast Guard hopes its inclusion into Nassau County's 911 protocols will improve communication and response time and ultimately save more lives and protect more property.

By PA2 Matthew Belson, PADET New York

Nassau County boaters are a lot safer these days, and they have BM1 James Weber from Station Jones Beach, N.Y., to thank.

While the Coast Guard encourages boaters to use a marine band radio to report emergencies, the reality is that many recreational boaters are conditioned to use a cellular telephone for personal communications.

Unfortunately, even when a troubled boater reaches a telephone operator, the call clarity can become fragmented, and there can be delays relaying critical information to rescuers. Still, when a clearly articulated telephoned distress reaches authorities, not all rescuers, or even the closest rescuers, are notified.

Recognizing the popularity of telephoned distress calls, Weber worked diligently for months to change a glaring shortcoming in the Nassau County 911 emergency system. A similar shortcoming allegedly contributed to the tragic drownings of four teenage boys off City Island, N.Y., on a chilly winter's night in January.

That night, Henry Badillo, 17, called New York City 911 operators on his cell phone and reported he and his three friends were on a boat in Long Island Sound near City Island and taking on water. While the 911 operators immediately notified officers ashore, they did not immediately notify New York Police Department harbor units or Coast Guard rescue units. Further, the 911-computer system prohibited the operator from entering "Long Island Sound" as a location. The Coast Guard wasn't notified until the following morning.

With the help of local officials, Weber succeeded in including the Coast Guard on the county's 911 emergency response protocols, and an emergency no-dial "hot-phone" was installed at Stations Jones Beach and Eatons Neck to speed communications with the Nassau County Police Marine Bureau.

"Now that the Coast Guard is on established protocols, the response time is literally instantaneous," said Weber, stating that when a troubled boater or a good samaritan phones in a distress, the Coast Guard and Nassau County response agencies are notified simultaneously and can initiate an immediate response.

This new coordinated response eliminated another troubling safety and security lapse. Previously, all nearby law enforcement and rescue agencies responded independently to the same boating mishap. This type of response was not only redundant, but an inefficient deployment of valuable resources during times of increased terrorism awareness since Sept. 11, 2001.

"Each one of our agencies realized we can't do this alone and decided to put aside the color of our uniforms and work for a common goal, which is to save lives and protect property," said Weber.

Weber joined Denis Monette, director of public safety for the Nassau County Police Department, to help establish an Anti-Terrorism Awareness Task Force to improve interagency communications.

Regular task force meetings and discussions helped produce a life-saving cooperative — the Search and Rescue Combined Operational Management — and an operational mandate to maintain a constant homeland security vigilance, provide assistance to boaters in distress and promote boating safety.

"We're always contemplating how to work things better, and this program is a work in progress where we will continue to fine tune the process," said Weber.

Station Jones Beach's large caseload, especially during the summer, led the Coast Guard and the numerous Nassau County response agencies to routinely train together in search and rescue operations. And it's not just the boat crews who train for water rescues.

"We trained our 911 operators how to handle a search and rescue call when it comes in," said Monette. "The operators will now ask critical questions such as location, whether the boaters are wearing lifejackets, and the number of people on board."

"We've run a number of cases such as persons-in-the-water and vessel capsizes with other Nassau County agencies, and most, if not all of the calls came in through the 911 system," said Weber. "Our improved communications help us from sending multiple assets to one location."

"The real driving force behind this is how can we best serve the mariner in the area and get an asset to them when requested — regardless if it's the Coast Guard, Park Police, or County police," said BMCM Thomas Botzenhart from Station Jones Beach.

The SARCOM system has been operating smoothly, and local politicians have labeled it a success.

"The Coast Guard and the county started working on this [nearly a year ago], and it's a great example of inter-governmental cooperation, and should be a model for other agencies in the area," said Thomas Suozzi, Nassau County executive, who hopes that other counties and municipalities will adopt a similar system.

There and back

The CCG Boutwell left Alameda, Calif., Jan. 3 and traveled through both the Suez and Panama Canals, across the Pacific, Indian and Atlantic Oceans, through the Red and Mediterranean Seas and into 23 time zones in a six-month period to accomplish its mission in support of Operation Iraqi Freedom.



Story by Lt. Cmdr. Andrew Sorenson
and Ensign Robert Hill, CGC Boutwell

LEADER OF THE PACK The CGC Boutwell leads the USS TARAWA Amphibious Readiness Group in the Middle East Feb 7.

ck again ...



Under bright blue skies Jan. 3, the CGC Boutwell, and its crew of 180 men and women set sail to join with the Army, Navy, Marines, Air Force and Coalition forces to take part in Operation Iraqi Freedom.

Just as the emotions of the crew that chilly January morning ranged from excitement at the prospects of unknown adventure to sadness at leaving behind loved ones, the Boutwell's missions would span the globe.

They traveled from the Far East to the Northern Arabian Gulf, from the Suez Canal to the Mediterranean Sea and finally back home via the Panama Canal. The crew faced everything from high seas, sand storms, desert and tropical heat to the uncertainty of wartime operations.

The transit from Alameda, Calif., to Pearl Harbor, Hawaii, gave the crew a chance to get their sea legs and settle in for an extended deployment. Sailing into Pearl Harbor and past the USS Arizona Memorial offered the chance to reflect on the sacrifices made by previous generations, and perhaps pause to wonder at what their role would be in an upcoming war as tensions with Iraq increased.

Upon leaving Hawaii, the Boutwell joined up with the Tarawa Amphibious Readiness Group and embarked a Coast Guard HH-65 Dolphin Helicopter and crew from Air Station Barbers Point, Hawaii.

Steaming across the Pacific with the TARG provided a new set of challenges for the Boutwell. The crew quickly adapted to operations with the Navy as the engineering department rose to the challenge of keeping the main gas turbines running non-stop for 15 days, allowing the ship to keep up with the rapid pace of the transit.

A new helicopter crew, gunnery drills and training to counter the effects of weapons of mass destruction also took adjustment. High seas and a brisk pace made the two-day port call in Singapore a welcome relief.

The departure from Singapore and the transit of two critical chokepoints, the Straits of Malacca and Hormuz, brought Boutwell to a heightened state of alert. All weaponry stations were manned, and the crew began to sense the magnitude of the effort in which they were to be involved.

The TARG gave Boutwell a new nickname, the TARG Shooter. Transiting into the Persian Gulf through the Straits of Hormuz, the TARG picked up naval escorts from British and other USN forces operating in the area. From that point forward, until the time Boutwell entered the Mediterranean on its way home, the men and women of the Boutwell would become part of Naval Task Force 55 — the Coalition naval forces assembled to free Iraq.

LOOKING UP BM3 Stephen Saflin, a Coast Guard boarding team member off of the Boutwell, prepares to climb the ladder to board the Pantanasia, a tanker from the Bahamas en route from Kuwait to Iran March 23.

Entering the North Arabian Gulf

Boutwell's introduction to the Northern Arabian Gulf came Feb. 14, Valentines Day, as it proceeded to its operations area near the offshore oil fields of Iran.

Working within sight of the burning exhaust from the oil platforms, the Boutwell's boarding teams set to work enforcing U.N. sanctions on commercial vessels headed to and from Iraq. The ten-person boarding teams learned to scale towering stacks of containers and descend into the cavernous holds of some of the world's largest ships.

Working with people of every nationality, some friendly, most suspicious, the teams quickly adapted to their work. What initially took two days to complete was soon being done in a half day.

The Coast Guard boarding teams quickly earned the respect of their Coalition counterparts for their quick, quiet and professional boardings. The efforts of the men and women on the teams paid off over the month-long period by directly catching two vessels seeking to

Continued on page 25 ...



STANDING BY The CGC Boutwell (right) and the CGC Baranof, homeported in Miami, position near the tanker ship Elona, from Dubai, as a boarding team inspects the vessel. Coast Guard boarding teams routinely searched ships for weapons, terrorists and Iraqi personnel.



PA1 Tom Sherouto, PADET New York



PA1 Tom Sherouto, PADET New York



PA1 Tom Sherduto, PADET NEW YORK



TAKING AIM A member of the Boutwell's gun crew conducts live fire training April 9.

LINE HANDLING FT2 Joseph Walthour works the line aboard the CGC Boutwell during refueling operations with the USS Rainer.

ON PATROL Bottom right: The Boutwell patrols near the Khawr al Amaya oil terminal in the North Arabian Gulf March 28.

BIRD'S EYE VIEW Bottom left: Lt. Cmdr Tim Schang flies over the Boutwell in the North Arabian Gulf in a HH-65 Dolphin helicopter deployed from the Boutwell Feb. 17.



PAT TOM SPERDUTO, PADET NEW YORK



PAT TOM SPERDUTO, PADET NEW YORK

Wartime operations begin

Boutwell's crew gathered topside March 19, to watch the first Tomahawk missiles bloom from their nearby launchers and arc overhead on the way toward Iraq. The commercial traffic had disappeared and now the crew shifted to wartime operations.

Boutwell left the oil fields and headed for the waters directly off the Iraq/Iran border where it would be the northernmost Coalition warship in theater, operating directly off hostile shores.

While missiles and carrier strike aircraft roared overhead, Boutwell took command of the seas around the newly captured Iraqi gas/oil platforms. These platforms, critical to the economy of a free Iraq, had to be protected from

sabotage or capture by hostile forces.

Boutwell quickly organized the coalition assets deployed and settled into an uneasy standoff with nearby Iranian Border Guard vessels. Tensions were high, particularly as night set in, when crewmembers, mindful of the threat posed by terrorists in small craft, worked tirelessly to identify and evaluate each contact appearing in the area.

Boutwell's bridge team quietly watched and prayed as Coalition minesweepers cleared safe shipping chan-

smuggle contraband and oil into Iraq, and discouraging untold numbers of others from trying.

The long days and nights of constant boardings and searches lasted from mid-February to mid-March. As the drums of war beat louder in the Gulf, the commercial vessel traffic began to taper off.

nels into the Khwar Abd Allah waterway. There were only a scant three miles separating the Boutwell from the minesweepers and the threat of unseen, but deadly mines.

Nature offered up her own challenges in the form of heat and sand storms that blasted the ship, obscuring visibility, and increasing the need to clean and repair equipment more often.

As the war moved north towards Baghdad and the threat of mines diminished, commercial and fishing vessel traffic began to increase. For more than two months Boutwell provided a stabilizing presence in the North Arabian Gulf. The gas oil platforms were secured by Coast Guard port security units, and the local fisherman felt safe enough to begin plying the nearby waters. The Iranians kept a respectful distance away, and Boutwell remained ever vigilant. This would go on even after military operations wound down on the ground.

As the USN battle groups quietly departed the area, one after another, Boutwell and the contingent of Coalition warships remained.

Home, Sweet Home

Finally, in mid-May, after 70 days of operating without a port visit, Boutwell received the news that it was its turn to begin heading for home. After a short stop in Bahrain, where the crew bade farewell to their Coalition partners, rug merchants, minarets, the Boutwell headed south toward the Straits of Hormuz, the Bab El Mandeb Straights and the Red Sea.

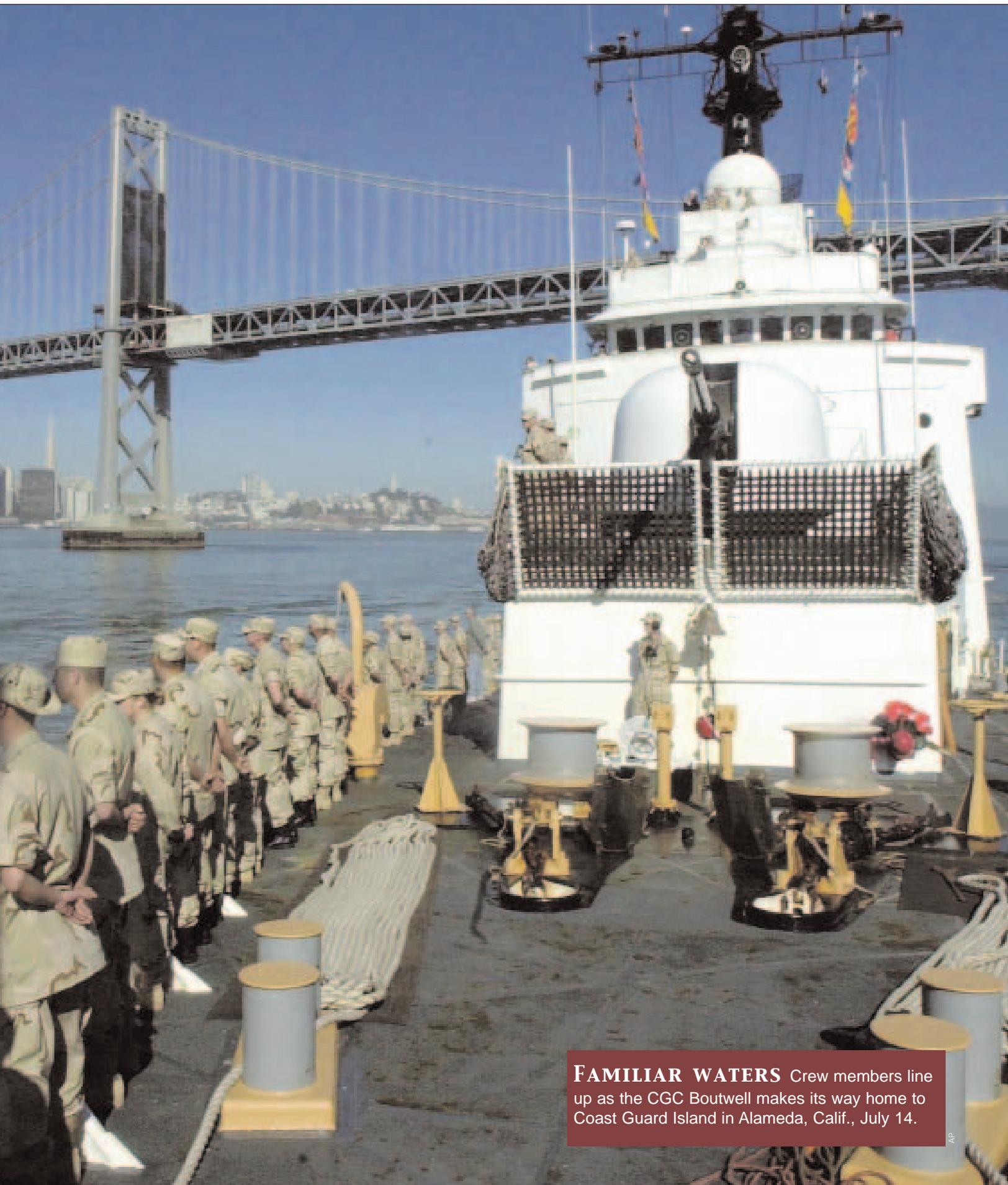
Boutwell, the first Coast Guard cutter to transit the Suez Canal since WWII, entered the Mediterranean Sea on May 25, completing her assignment with Task Force 55.

Having traveled through the Euphrates River Delta, the Boutwell now set its sights on the island of Malta, for the first port call. The liberty port calls included, Augusta Bay, Sicily; La Spezia, Italy; Rota, Spain; and San Juan, Puerto Rico; each offering the crew a chance to rest, relax and enjoy the fruits of a rigorous deployment.

On July 14, six and a half months after setting out on a voyage that took them around the world, the crew of the Boutwell manned the port rail as they neared Coast Guard Island in Alameda. Hundreds of family members, friends and proud co-workers waited on the pier to catch their first glimpse of a wife, husband, friend, son or daughter that had been sorely missed.

Like Coast Guard crews in every major conflict fought by the United States since the founding of the nation, the men and women of the Boutwell performed magnificently and bravely, while upholding the finest traditions of the service. Their families, friends, fellow Coast Guardsmen and all of America can be justifiably proud of their accomplishments and another great chapter in the history of the CGC Boutwell. 🇺🇸





FAMILIAR WATERS Crew members line up as the CGC Boutwell makes its way home to Coast Guard Island in Alameda, Calif., July 14.

AP



PHOTO BY BELL HELICOPTER

UNMANNED AERIAL VEHICLES

A UAV on display at Bell Helicopter Textron, Hurst, Texas.

Deepwater

An update

Story by PAC Dennis Hall, G-D



“ ... We are fighting the first wars of the 21st century with a Defense Department that was fashioned to meet the challenges of the mid-20th century. We have an Industrial-Age organization, yet we are living in an Information-Age world, where new threats emerge suddenly, often without warning, to surprise us. We cannot afford not to change — and rapidly, if we hope to live in that world.”

*Secretary of Defense Donald H. Rumsfeld
House Armed Services Committee
Feb. 5, 2003*

Secretary Rumsfeld’s call for change rings true for the Coast Guard as well. Much of the equipment and systems the Coast Guard uses to perform today’s missions was designed in a different global environment, from 25 to as many as 70 years ago. In a field of 42 of the world’s maritime fleets having 10 or more vessels, the U.S. Coast Guard fleet ranks as third oldest.

“The medium-endurance cutter *Storis*, commissioned in 1942, is still going strong in Alaskan waters,” related Coast Guard Vice Commandant Vice Adm. Thomas J. Barrett recently. “We need its presence on our maritime boundaries, but we need more capability than ships of that vintage have to offer in all of our mission sets. Operating older assets does not allow us to be as effective as we need to be, and it is very, very expensive.” Aging patrol boats, cutters, and aircraft are more maintenance intensive and, increasingly, less reliable.

The Integrated Deepwater System is posed to reverse these trends. The Coast Guard and 21 other federal agencies stand at the threshold of a historic era as part of a new cabinet-level department. The Department of Homeland Security and the Integrated Deepwater System make for a formidable pairing — both were created out of necessity, both were developed with great vision, and over time, each will become part of a network reliant upon Deepwater’s components and capabilities to meet the Coast Guard’s 21st-century mission requirements.

Just two days after Secretary Rumsfeld delivered his assessment to the House Armed Services Committee, the 110-foot Island-class CGC *Matagorda* was delivered to Bollinger Shipyard in Lockport, La., to undergo the first physical upgrade to a Coast Guard asset as part of the IDS program. The conversion will take a cutter designed in the 1970s, lengthen it by 13 feet, and fit it with systems that will enable it to work seamlessly with Deepwater cutters and aircraft of tomorrow.

The *Matagorda* was followed by the CGC *Metompkin*’s arrival in Lockport in June. Island-class conversions will continue this summer and autumn with the arrival of the third and fourth cutters.

When the Deepwater program is fully implemented, its total system will consist of three classes of new cutters and their associated small boats, a new fixed-wing manned aircraft fleet, a combination of new and

upgraded helicopters, both cutter-based and land-based unmanned aerial vehicles, along with C4ISR (command, control, communications, computers, intelligence, surveillance, and reconnaissance) and integrated logistics systems.

Of note, because IDS is a progressive modernization and recapitalization program now planned to last more than 20 years, older legacy assets must be sustained operationally until Deepwater’s upgraded and new replacement assets enter the service. “This work does not go away,” said Capt. Richard Kelly, the sponsor’s representative for the Integrated Deepwater System, assigned to the Operations Directorate at Coast Guard headquarters in Washington, D.C. “The Coast Guard must confront the challenge of maintaining old and increasingly less-reliable surface and air platforms during the time it takes for Deepwater’s build-out to gain momentum.”

Sustained Operational Excellence

Deepwater will affect the men and women of the Coast Guard in many important ways. As its mix of upgraded legacy assets and new surface and aerial platforms are phased into operational service, there will be a cumulative improvement in mission capacity and capability. Deepwater will serve as a key enabler in allowing the Coast Guard to achieve improved levels of maritime domain awareness — a critical requirement in the quest for maritime homeland security and in the performance of the Coast Guard’s other traditional missions as America’s “Shield of Freedom.”

As a result, Deepwater Program Executive Officer Rear Adm. Patrick Stillman sees the Coast Guard approaching a turning point in its 213-year history. “The Integrated Deepwater System’s platforms and systems promise to transform performance capabilities to sustain the Coast Guard’s operational excellence well into the 21st century,” Stillman said. “Deepwater will, as well, serve as an appealing model for a system-of-systems and performance-based acquisition strategy well suited to the nation’s future security and defense needs.”

This recapitalization of the Coast Guard’s aging assets and infrastructure is one of the Coast Guard’s three primary objectives for the year ahead. “The president’s fiscal year 2004 request for \$500 million for Deepwater recapitalization,” said Stillman, “will provide funding for our first National Security Cutter, conversion of five 110-foot Island-class patrol boats to 123-foot patrol craft, seven short-range ‘Prosecutor’ small boats, continued development of the Deepwater integrated C4ISR and logistics systems and enhancement projects for legacy surface and air platforms.”

Never before in the history of the Coast Guard has there been an acquisition program that compares to the IDS. Traditionally, the service replaced assets one-for-one. In the eyes of the deck-plate sailor, it might seem an enigma, but some of the highest levels of federal

government see Deepwater as the pathway to the Coast Guard's transformation. Beyond improvements to operational capabilities, this transformation also will entail cultural change.

"Real transformation requires, from all of us, new ways of thinking as well as new strategies for success — built around capabilities, rather than threats — and the courage and willingness to address them," said Coast Guard Commandant Adm. Thomas H. Collins.

A Model for the Future

The Integrated Deepwater System is a model for the future. The performance-based acquisition entails much more than the recapitalization and modernization of the Coast Guard's aging cutters and aircraft; it also will provide unparalleled C4ISR and an Integrated Logistics System that promises to be revolutionary in design. IDS transcends the aging technologies found in current surface and air platforms, so much so that its impact will ripple across the Coast Guard well beyond traditional "deepwater" missions.

Today, the Coast Guard is experiencing growth it hasn't seen in 60 years. The Marine Safety and Security Teams, and the new 25-foot Defender-class response boats are just the tip of the iceberg. Last September the contract for Rescue 21 was awarded to bring the Coast Guard's communications capabilities out of the 1960s and into the 21st century. Deepwater's C4ISR architecture will be fully integrated and interoperable with Rescue 21, enhancing our force-allocation capabilities far out to sea as well as in U.S. coastal waters.

This completely integrated approach to C4ISR and logistics support makes the Deepwater system unique. These two elements in the IDS program will allow Deepwater assets to be fully interoperable while far out at sea or in near-shore environments and more reliable and easily maintained. Deepwater's enhanced legacy platforms, new surface and air platforms and UAV, complemented by a robust C4ISR system, will allow our country to push its maritime borders out to sea — away from ports and coastal waterways.

The radical departure from past acquisition models that IDS embodies could become the model for future non-Deepwater recapitalizations as part of the Coast Guard's quest for operational excellence. The pioneering approach of IDS will benefit the non-Deepwater work environment with its network-centric design and focus on the operator.

Every aspect of IDS is planned with the operator in mind. IDS is a performance-based acquisition with total focus on the end user. Every step of the way industry sought input from pilots and aircrew, from ship drivers and their crew, to allow the best-laid designs for a new generation of platforms and upgrades to existing assets that will provide for a people-friendly work environment — and significantly improve operational capabilities.

For example, Deepwater's Integrated Logistics System's design criteria of reliability, supportability,

and maintainability will help to drive the design and development of new platforms and systems. More reliable Deepwater platforms will result in fewer system casualties; this will translate into more time available to the crew for other work, training, liberty or activities. However, if a system experiences a casualty, system service information will be readily accessible by way of a new Logistics Information Management System which will automatically collect and process logistics data to project support requirements and trends.

The LIMS will provide readiness assessments instantly to operational commanders. A similar system will be used to incorporate human-centered design principles based on the allocation of personnel and accurate documentation of a member's workload—contributing directly to operational readiness, improved stewardship, and a focus on total ownership cost.

Partnering Through People

Each of Deepwater's domains has witnessed considerable progress since the program's contract award to Integrated Coast Guard System in June 2002. In addition to the commencement of Island class upgrades in February, for example, IDS entered into an agreement with Bell Helicopter that same month, to begin preliminary design work on the Vertical Take-off and Landing UAV, "Eagle Eye."

Deepwater's UAV will join with improved rotary- and fixed-wing aircraft to enhance air surveillance and reconnaissance capabilities — a combination of manned and unmanned platforms that could ultimately deliver 80 percent more flight hours than current legacy systems. This allows commanders to manage risk and employ aircrews more effectively for missions where the human factor is critical to the outcome — i.e. rescuing people, for example.

The most important part of Deepwater, above all, is people. It is Coast Guard people, uniformed and civilian, and the strong partnership shared with industry through Integrated Coast Guard Systems that makes Deepwater a reality for tomorrow's maritime guardians and sentinels of the sea.

Collins recently said, "Keeping the Deepwater program on course for successful execution is one of my highest priorities, because it will provide the fastest and most efficient way to improve our nation's maritime security and safety. It will provide the nation with the best maritime security capabilities possible, and dramatically improve our ability to carry out the numerous military, law-enforcement, search and rescue, and other missions assigned to the Coast Guard."

"Deepwater will ensure that the Coast Guard, and our nation, will be able to continue to deploy the best and most cost-effective force of its type in the world — a force that is military, multi-mission, maritime, and mobile." 

A Year of Progress

The Integrated Deepwater System

Each of the Integrated Deepwater System's domains for the recapitalization of the Coast Guard has recorded significant progress since the program's contract award to Integrated Coast Guard Systems in June 2002. Selected highlights include:

Surface:

- In February, the 110-foot CGC Matagorda became the first of our 49 Island-class patrol boats to enter Bollinger Shipyard in Lockport, La., for conver-

sion to a 123-foot vessel with upgraded operational capabilities. It was followed by the CGC Metompkin's arrival in June. Conversions will continue this summer and autumn with the arrival of the third and fourth Island-class cutters.

- Deepwater's new seven-meter Short Range Prosecutor (SRP) will add to the 123-foot patrol boat's capabilities and also will be deployable on all new classes of cutters. The SRP prototype was delivered

BOAT, WHAT BOAT?

The CGC Matagorda's stern sits apart from the rest of the vessel as the cutter undergoes conversion to a 123-foot patrol boat as part of the Deepwater recapitalization program.



MKCM, JOHN RECTOR, G-SDW

and conducted underway trials successfully in April. Delivery of the first SRP to the fleet is anticipated this November.

- Also in April, two contracts were awarded to Northrop Grumman's Ship Systems Sector for the detail design and purchase of long-lead materials to enable delivery of the first National Security Cutter in late 2006.

Aviation:

- Deepwater's work to transform Coast Guard aviation provides for the selected upgrade of legacy fixed-wing aircraft and helicopters, and the progressive introduction of new and more capable platforms and UAVs. Delivery of two stock airframes for the CASA CN235-300M maritime patrol aircraft is scheduled for early 2006; modification for Coast Guard use will be completed later that year. The total number of medium-range CASA CN235-300Ms to be introduced into the Coast Guard's air fleet will be based on a determination of the optimal mix of CASA and long-range HC-130 patrol aircraft need-

ed to meet Coast Guard mission demands.

- In February, Bell Helicopter was awarded a contract for its Eagle Eye tilt-rotor, vertical-launch VUAV to commence concept and preliminary design work for the first phase of the UAV portion of the Deepwater program. Follow-on efforts will see Bell design, develop, and build prototype Eagle Eyes for testing.

- Also this year, the Coast Guard awarded a contract for eight Agusta A-109 helicopters for assignment to Helicopter Interdiction Tactical Squadron Ten.

C4ISR:

- Deepwater's C4ISR system will bring important new capabilities to the fleet and serve as a force multiplier and critical enabler for maritime domain awareness. Upgrades to C4ISR systems on Deepwater legacy cutters will begin later this year.

- Last December, Lockheed Martin broke ground for its new Development, Integration, and Test

Center in Moorestown, N.J. This new facility, scheduled to open later this year, will allow more efficient systems integration and cost-effective C4ISR development. The new center, when combined with the synergies of other centers, will provide an unmatched capability to conduct surface system integration, testing, and interoperability testing across the full range of Deepwater systems.

Logistics:

- Deepwater's Integrated Logistics System will support the transformation of operational capabilities in all IDS domains. ILS will improve the Coast Guard's ability to provide totally integrated logistics support over the entire Deepwater system and for all of its platforms.

ILS places logisticians at the heart of the IDS acquisition process by ensuring platforms will be designed to be reliable, maintainable, and supportable—and with optimum crewing levels. 

SHORT RANGE PROSECUTOR

The SRP is put through sea trials in the Kent Narrows at Chester, Md., April 22.



PAC DENNIS HALL, G-D

Small Stuff

A brand new cutter — The CGC Fir has joined the Coast Guard fleet! Fir is the 13th 225-foot buoy tender of the 16-ship WLB replacement fleet. It is the eighth "B" Class buoy tender delivered. Lt. Cmdr. Hal Pitts is the cutter's first commanding officer.

Fir left Marinette, Wis., July 18 and should arrive in its homeport of Astoria, Ore., on or about Sept. 25. The commissioning ceremony is planned for Nov. 8 in Astoria. Lt. Eric Jones, PRO Marinette

Coast Guard Recognizes FRA for Influential Work —

During a ceremony at the Fleet Reserve Association's national headquarters, Rear Adm. Kevin Eldridge, assistant commandant for governmental and public affairs, presented a framed ceremonial certificate of the Maritime Transportation Security Act of 2002 signed by President Bush and Congressional leaders to FRA for its work in support of the enactment of the legislation.

The association presented congressional testimony supporting the bill's provision to increase Coast Guard manpower, consistently urged Congress to approve a Coast Guard authorization bill and coordinated the Military Coalition's support for the legislation.

The measure became law in November 2002, and increased

Coast Guard billets by 7,500 and appropriated an additional \$623 million for expanded homeland security responsibilities. The legislation was the first Coast Guard authorization bill enacted since 1998.

The federally chartered FRA is the oldest and largest military association representing the concerns of sea service personnel. FRA serves as the premier watchdog organization for safeguarding and enhancing military pay, health care and benefits by representing the concerns of its 130,000 members before Congress and appropriate federal agencies. For more information about FRA, visit the association's Web site at www.fra.org. Fleet Reserve Association



Military Scams — A torrent of consumer-abusing businesses directly target this country's military men and women daily. There are predatory lenders, check cashers, high-cost car dealers, overpriced insurance sales and more. All are detailed in "In Harm's Way," a

report by the National Consumer Law Center.

NCLC's analysis of these scams shows that many of them violate the law, often through unfair or deceptive business practices, or have far higher costs than are generally available elsewhere to the same consumers. This report is aimed at bringing these issues and ways of dealing with them to the attention of the public, Congress, the news media, the legal community (especially the military legal community) and consumers.

It documents the scope of the problems; why military personnel are especially ripe targets for these scams, how these scams often fail to stand up to legal scrutiny and the military's difficult and under-resourced struggle to control them.

It also includes specific recommendations.

This report is only a start. It outlines potential legal, legislative, regulatory and educational paths to be followed. To read the report, or for more info on the NCLC, please visit their Web site at www.nclc.org.

National Consumer Law Center

Correction — Page 29 of the April/May 2003 issue of Coast Guard Magazine is incorrect: ET2 Walter Hazen is identified as MK1 James Ratcliff.

Coast Guard Magazine

Shipmates

Only Coast Guard American Legion Post: Coast Guard Post 1529, formed by World War II Coast Guard veterans in 1946, is the only remaining American Legion post in the country that is solely for Coast Guard veterans.

"In recent years, the post has been experiencing a declining membership, primarily due to the passing of our older members," said Paul Dragone, the post commander.

"Active recruiting is bringing in some new members, but not enough young Coast Guardsmen are responding," he said.

The post currently has 75 paid members. It is located in Tonawanda, N.Y., although member residence is not an issue, with members all over the United States.

Presently, membership is open to all active, reserve, retired and veterans who served during times of hostilities as determined by the U.S. Government. Anyone interested in becoming a member of the American Legion Coast Guard Post 1529 can reach Mr. Dragone via e-mail at paulvinny@worldnet.att.net or by phone at (716) 694-7313.

American Legion Post 1529



Housing

Approximate housing cost is \$700 to \$1200 for a one to two bedroom apartment, and \$1500 to \$2000 for a nice home.

Facilities

The air station has a Coast Guard Exchange. Also, the station offers MWR gear and the use of its pool.

Education

Because AirSta Miami is close to both Miami and Fort Lauderdale, there is access to several colleges and universities in those cities, including Broward County Community College, the University of Miami, Embry-Riddle Aeronautical University, and the Florida Institute of Technology. The AirSta is also a library unit for end-of-course tests, offering all CLEP exams, ACT, SAT, ASVAB and DSST.

Weather

During the rainy summer season, temperatures are usually in the 80's and 90's and humid, with daily showers in the afternoons. Winter temperatures are most often in the 70's.

AST3 TYE CONKLIN, AIRSTA MIAMI

Greetings from Air Station Miami

Coast Guard Air Station Miami is located at the Opa Locka Airport, near Miami, Fla.

In June 1932, Air Station Miami was commissioned at Dinner Key on Biscayne Bay and became the first "contemporary" aviation unit in the Coast Guard. Since then it has evolved into the busiest air/sea rescue unit in the world.

The Air Station's missions are many and varied, including maritime law enforcement, military readiness, environmental protection, and its primary mission of search and rescue.

To carry out these missions the station operates a large complement of aircraft, including nine HH-65A "Dolphin" helicopters, eight HU-25C "Night Stalker" Falcon jets, and one VC-4A turbo prop logistics airplane.

The aircraft are supported and operated by a complement of approximately 75 officers, 294 enlisted men and women and 14 civilians.

Responsible for all of southern Florida and the Bahamas, the air station's personnel are particularly proud of their participation in more than 500 SAR cases a year.

Recreational opportunities abound in Miami. The Atlantic Ocean is only about 20

miles away, with a variety of beaches open to the public. Boating and fishing are readily available.

Scuba diving is also a popular activity in sunny Florida. Free classes are offered at the station's pool, making the sport accessible to all personnel.

Since the air station is located close to Miami and Fort Lauderdale, night life is also in plentiful supply. Miami is only about 10 miles to the south; Fort Lauderdale is about 15 miles away to the north.
Story by Lt. j.g. Lance Kerr, AirSta Miami



COAST GUARD PHOTO

Check out Coast Guard career opportunities! Call 877-NOW USCG



LEMONADE STAND

EM3 Joshua Morgan from Group Grand Haven hands out free lemonade during Kid's Day at the Coast Guard Festival in Grand Haven, Mich., July 30.

AP PHOTO